

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4540.

日五卅月三号十三號光

TUESDAY, MAY 10, 1904.

二拜禮

號十月五英邊香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

BANKS.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 9,320,000

Head Office—YOKOHAMA.

Branches and Agencies.
TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN. NEWCHWANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARKS' BANK, LTD.
THE UNION OF LONDON AND
SMITH'S BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

6 " 4 "

3 " 3 "

TARO HODSUMI,
Manager.

Hongkong, 11th March, 1904. [21]

HONGKONG AND SHANGHAI
BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
Sterling Reserve \$10,000,000 \$16,500,000
Silver Reserve \$6,500,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
Hon. C. W. Dickson, N. A. Siebs, Esq.
E. Goets, Esq. H. W. Slade, Esq.
A. Haupt, Esq. C. A. Tomes, Esq.
H. Schubert, Esq. E. S. Wheeler, Esq.
E. Shellum, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per Annum.
For 6 months, 3½ per cent. per Annum.
For 12 months, 4 per cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 20th February, 1904. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ per
cent. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXE DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,

J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [23]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000
Paid up Capital £324,374

HEAD OFFICE—HONGKONG.

Board of Directors—
Chan Kit Shan, Esq. J. F. Focke, Esq.
Creasy Ewens, Esq. G. C. Moxon, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%
Hongkong, 4th February, 1904. [24]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Taels 5,000,000
HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Calcutta Hankow
Tientsin Tsinhai (Kiautschou)

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITH'S BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTRO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 12th April, 1904. [25]

TRADE



MARK.

TELEPHONE No. 135.

ASK FOR

CLUB WHISKY
AND SEE YOU GET IT.

ITS PURITY IS GUARANTEED BY THE DISTILLERS CO. LIMITED.

EDINBURGH

THE LARGEST DISTILLERS IN THE WORLD.

Sole Agents,

H. PRICE & CO.,
12, QUEEN'S ROAD CENTRAL.

Hongkong, 16th April, 1904. [26]

BANKS.

THE INTERNATIONAL BANKING
CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS
GOLD \$7,992,173.37 = about £1,640,000.
CAPITAL AND SURPLUS AUTHORISED
GOLD \$10,000,000 = £2,055,000.

HEAD OFFICE:
1, WALL STREET, NEW YORK.
LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

BRANCHES AT
SAN FRANCISCO, WASHINGTON,
MEXICO, MANILA, SHANGHAI, SINGA-
PORE, YOKOHAMA, BOMBAY,
CALCUTTA

AND AGENTS ALL OVER THE WORLD
LONDON AND CONTINENTAL
BANKERS:

NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED,
UNION OF LONDON AND SMITH'S BANK, LTD.
CREDIT LYONNAIS, DRESDNER BANK,
COMPTOIR NATIONAL D'ESCOMPTÉ
DE PARIS, &c.

THE Corporation transacts every Description
of Banking and Exchange business,
receives Money in Current Account and issues
Fixed Deposit Receipts either in Gold or
Silver at Rates which may be ascertained on
Application.

HONGKONG BRANCH:
20, DES VŒUX ROAD CENTRAL.
CHARLES R. SCOTT,
Manager.

Hongkong, 14th December, 1903. [19]

THE IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL \$5,000,000
PAID-UP CAPITAL \$2,500,000

HEAD OFFICE—SHANGHAI.
BRANCHES AND AGENTS:
CANTON. PBNANG.
CHEFOO. SINGAPORE.
HANKOW. TIENTSIN.
PEKING.

THE Bank purchases and receives for collection
Bills of Exchange drawn on the above
Places, and Sells Drafts and Telegraphic Trans-
fers. Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advanced made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

3 1/2 per cent. Fixed Deposits for 3 months.

4 1/2 " " 6 " 6 "

3 " " 12 " E. W. RUTTER,
Manager.

Hongkong, 12th August, 1903. [18]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £1,600,000

RESERVE LIABILITY OF SHARE-
HOLDERS £800,000

RESERVE FUND £725,000

INTEREST ALLOWED ON CURRENT
ACCOUNT AT THE RATE OF 2 PER CENT. PER
ANNUM ON THE DAILY BALANCES.

ON FIXED DEPOSITS FOR 12 MONTHS, 4 PER CENT.

6 " 6 " 31 " T. P. COCHRANE,
Manager.

Hongkong, 24th December, 1903. [24]

Hotel.

KING EDWARD
HOTEL.
A HIGH CLASS PRIVATE HOTEL

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR
AND
BILLIARD ROOMS.

Hot and Cold Water throughout.
Electrically Lighted.
Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D' Hôte at Separate Tables.

For Terms, &c., apply to the
MANAGER.

Hongkong, 23rd October, 1902. [27]

THE CONNAUGHT HOTEL,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL

OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to THE MANAGER.

Hongkong, 1st November, 1902. [29]

THE HOTEL CRAIGIEBURN,
PLUNKET'S GAP, THE PEAK, NEAR THE TRAM TERMINUS. Tel. 56.

For Terms, &c., apply to the
MANAGER.

Hongkong, 2nd July, 1900. [32]

GO TO THE

KOWLOON HOTEL,
KOWLOON.

J. W. OSBORNE,
Proprietor and Manager.

MACAO AND CANTON
HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence

to CANTON and back to HONGKONG, will be

found interesting and enjoyable.

W. FARMER
FARMER.

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
LONDON and ANTWERP VIA SINGAPORE, PENANG, FORMOSA	B. H. W. Snow	About 11th May	Freight and Passage.
COLOMBO and PORT SAID	C. F. Lockstone, R.N.R.	About 20th May	Freight and Passage.
YOKOHAMA via SHANGHAI	C. E. Lockstone, R.N.R.	May 21st, Noon	See Special Advertisement.
CHIUSAN	W. B. Palmer, R.N.R.	May 22nd	Freight and Passage.
SHANGHAI	C. R. Longden	May 22nd	Freight and Passage.

For Further Particulars, apply to

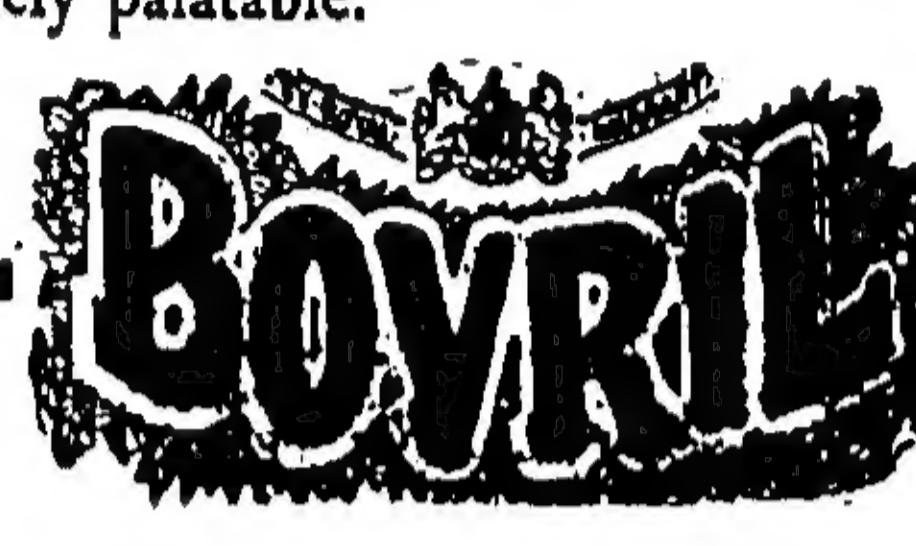
E. A. HEWETT, Superintendent.

Hongkong, 7th May, 1904. [4]

Entimations.

The Bovril Bottle

is familiar in the homes of
Britishers the world over—in
Great Britain itself Bovril is looked upon as the
great national "stand-by" in case of failing
strength. Bovril is the very embodiment of
nourishment. It imparts strength in a most
effective manner, and is, at the same time,
extremely palatable.

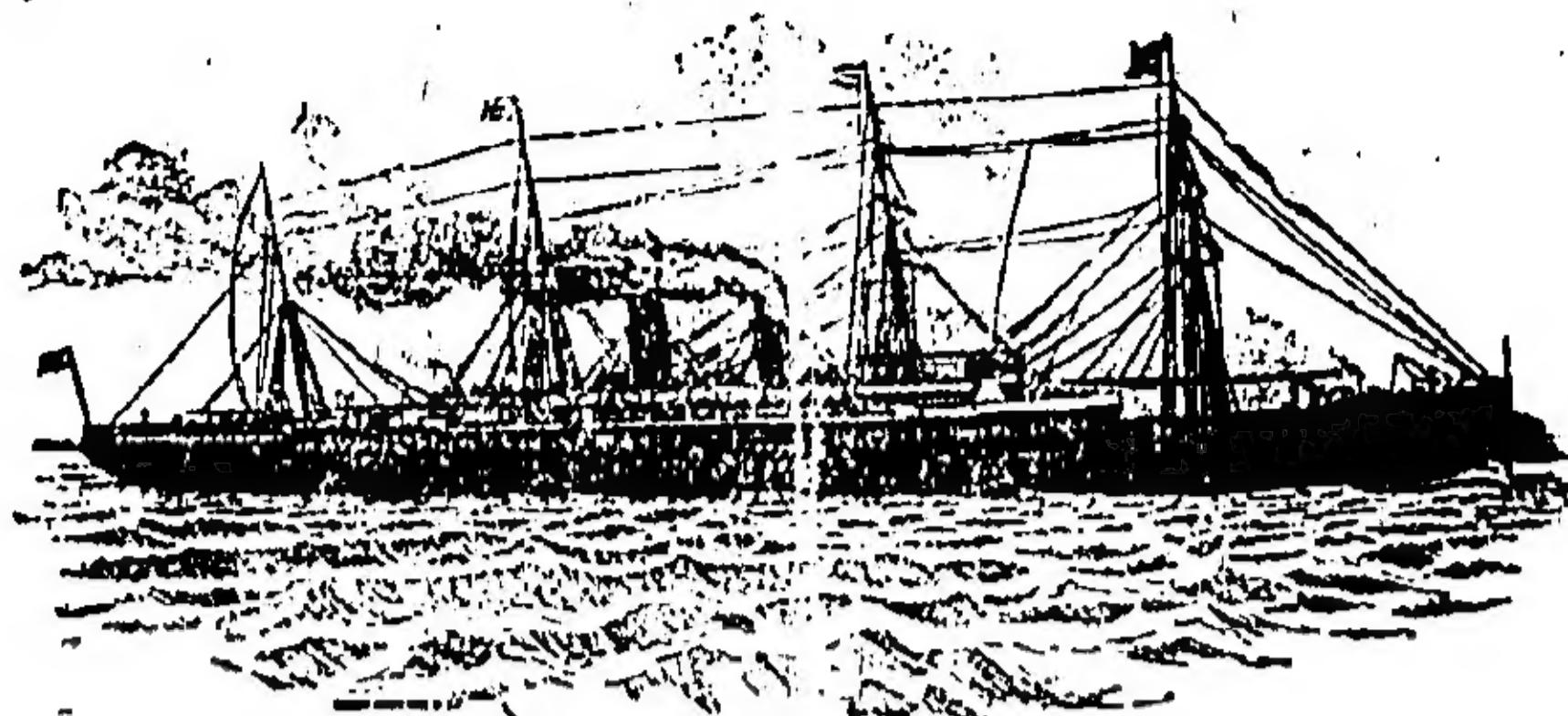


JAPAN COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"COPTIC"	.....	4,352 Gross Tons	THURSDAY, 12th May, at Noon.
"KOREA"	.....	11,176	WEDNESDAY, 25th May, at Daylight.
"GAELIC"	.....	4,205	SATURDAY, 4th June, at Noon.
"MONGOLIA"	.....	.....	THURSDAY, 16th June, at Noon.
"CHINA"	.....	5,060	TUESDAY, 28th June, at Noon.
"DORIC"	.....	4,784	SATURDAY, 9th July, at Noon.
"SIBERIA"	.....	11,184	THURSDAY, 21st July, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 12th May, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted in England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

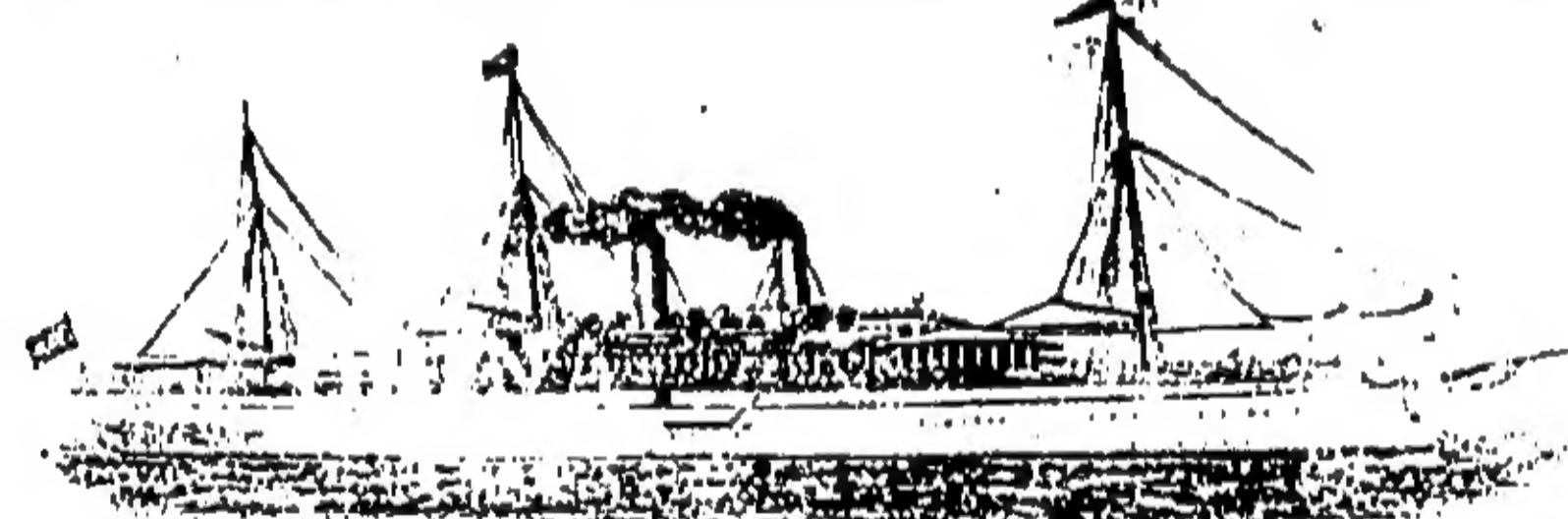
FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-door throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date. For further information as to Passage and Freight apply to the Agency of the Company, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 7th May, 1904.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPERESS" Twin Screw Steamship—6,000 Horse Power—Speed 10 Knots. PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF JAPAN" .. 6,000 Tons WEDNESDAY, 11th May.

" " "TARTAR" 4,425 SATURDAY, 21st May.

" " "EMPERESS OF CHINA" .. 6,000 WEDNESDAY, 1st June.

" " "EMPERESS OF INDIA" .. 6,000 WEDNESDAY, 22nd June.

" " "EMPERESS OF JAPAN" .. 6,000 WEDNESDAY, 13th July.

Hongkong to London, 1st Class, via St. Lawrence \$60. via New York \$62.

Hongkong to London, Intermediate on

Steamers, and 1st Class Rail £40. " £42.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,

9, Pedder's Street

Hongkong, 27th April, 1904.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRAUDTAMPFER DIENST.

(Taking Cargo at through Rates to ANWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONG KONG.
SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

ARTEMISIA HAVRE and HAMBURG. 12th May. Freight.

Gronemeyer (Calling at SINGAPORE and COLOMBO). 12th May. Freight.

MARBURG HAVRE, BREMEN and HAMBURG. 17th May. Freight.

Stern (Calling at SINGAPORE and PENANG). 17th May. Freight.

STRASSBURG HAVRE and HAMBURG. 31st May. Freight and Passengers.

Madsen (Calling at SINGAPORE and COLOMBO). 31st May. Passengers.

SEGOVIA HAVRE and HAMBURG. 14th June. Freight.

Föck (Calling at SINGAPORE and PENANG). 14th June. Freight.

NURNBERG HAVRE and HAMBURG. 28th June. Freight.

Jaburg (Calling at SINGAPORE and COLOMBO). 28th June. Freight.

For further particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

No. 1, Queen's Buildings.

Hongkong, 27th April, 1904.

16

THE AMERICAN SYSTEM
OF
DENTISTRY.

DR. M. H. CHAUN,

27, DES VŒUX ROAD CENTRAL, HONGKONG, U.S.A.

Hongkong, 27th January, 1904.

16

PRICE MODERATE—CONSULTATION FREE.

Next to the Hongkong Dispensary,

50, Queen's Road, Central.

Hongkong, 27th January, 1904.

16

TSU FAN
DENTIST.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best "THREE YEARS"

GUARANTEED.

"OMEGA" WATCHES.

16

EASTMAN'S
KODAKS and FILMS.

16

By Order of the Board of Directors,

16

W. S. JACKSON,

Secretary.

16

MEMORANDUM.

16

Hongkong, 27th April, 1904.

Intimation.

THE ROBINSON PIANO CO., LIMITED.



SPECIALISTS in "EVERYTHING MUSICAL."

Hongkong, 6th May, 1904.

Entertainment.

THE

HENRY DALLAS

MUSICAL DRAMATIC CO.

RETURN SEASON.

TWO WEEKS ONLY.

GRAND OPENING NIGHT,

MONDAY, 10th MAY,

"KITTY GRAY."

TUESDAY, 11th MAY,

"KITTY GRAY."

PLAN AT THE

ROBINSON PIANO CO., LTD.

Hongkong, 7th May, 1904.

[596]

Auction.



GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 16th day of May, 1904, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of CROWN LAND, at Hunc Hom in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.				Contents in Square Yds.	Annual Rent.	Upset Price.
			X.	Y.	Z.	W.			
			feet	feet	feet	feet			
		Hunc Hom	465	400	310	300	1800	1.100	38,955

Hongkong, 6th May, 1904.

[594]

For Sale.

FOR SALE.

GENUINE CARDIFF AND JAPAN COAL.

Apply to

RITCHIE & Co.,
39, Des Voeux Road.

Hongkong, 22nd April, 1904.

[593]

FOR SALE.

INCANDESCENT GASOLINE LAMPS OF ALL DESCRIPTIONS, from the best makers.

INCANDESCENT MANTLES, CHIMNEYS, GLOBES, SHADES, &c., for GASOLINE AND GAS LAMPS at the most moderate prices.

Lamps fixed up for Buyers free of charge. Naphtha of the best kind kept in stock.

TAI KWONG CO., 56, Lyndhurst Terrace.

Hongkong, 22nd May, 1904.

[51]

Intimations.

THE HONGKONG STUDIO,

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL.

TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903.

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN

Ice House Road.

ALL PHOTOGRAPHIC PRACTICE

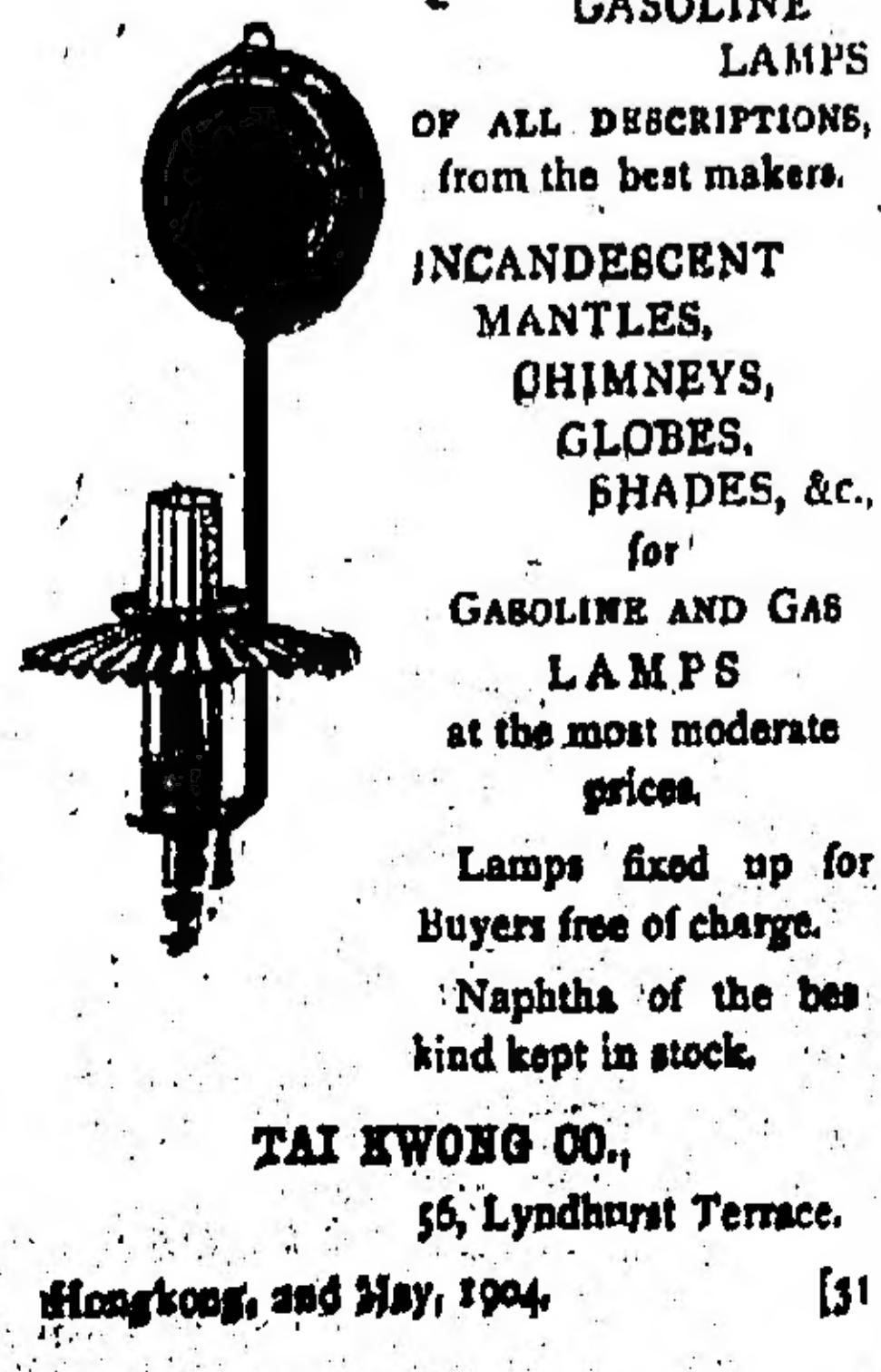
in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a speciality.

Hongkong, 23rd September, 1903.

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Intimation.

WHAT IT WILL DO.

A woman buys a sewing machine for what it will do; not as an article of furniture. A man carries a watch to tell him the time; not as an investment of surplus capital. The same principle when one is ill. We want the medicine or the treatment which will relieve and cure. The friend in need must be a friend indeed—something, or somebody, with a reputation, with a good record, with a history that justifies our confidence. There should be no guesswork in treating disease. People have the right to know what a medicine is, and what it will do, before they take it. It must have behind it an open record of benefit to others for the same disease—a series of cures that proves its merit and inspires confidence. It is because it has such a record that

WAMPOLE'S PREPARATION

is bought and used without hesitation or doubt. Its Good Name is the solid basis for the faith the people have in it; and a good name has to be earned by good deeds. For the purposes for which it is commanded it is honest, true and practical. It does what you have a right to expect it to do. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. In Scrofula, Anemia, Nervous and General Debility, Influenza, Blood Impurities and Wasting Complaints, it is to be thoroughly relied upon. Dr. J. Carrick says: "I have had remarkable success with it in the treatment of Consumption, Chronic Bronchitis, Cataract and Scrofulous Affections. It is of special value in nervous prostration and depraved nutrition; it stimulates the appetite and the digestion, promotes assimilation, and enters directly into the circulation with the food. I consider it a marvelous success in medicine." Every dose effective. "You cannot be disappointed in it." Sold by chemists.

Apply to—

TO LET.

NO. 1, RIPPON TERRACE in FLATS.

No. 4, RIPPON TERRACE.

No. 17, WONG NEI CHONG ROAD, facing Race Course.

FLATS in MOLETON TERRACE, facing Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

"ROSENEATH," KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 6th April, 1904.

[462]

TO LET.

A HOUSE in KNOTSFORD TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 25th April, 1904.

[554]

TO LET.

NO. 1, STEWART TERRACE,

THE PEAK.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 26th March, 1904.

[436]

TO LET.

WILD DEIL BUILDINGS, No. 147,

WANCHAI ROAD: Comfortable and airy flats of 2 or 3 rooms, from \$25 inclusive of taxes.

And others to suit various requirements.

S. A. SETH,

Land and Estate Broker,

Dairy Farm Co., Ltd.

Hongkong, 2nd May, 1904.

[49]

TO LET.

IMMEDIATE POSSESSION.

FOR 18 MONTHS.

"EIGHTOR," THE PEAK.

Apply to—

JEBSEN & Co.

Hongkong, 27th April, 1904.

[559]

TO LET.

NO. 6, BARROW TERRACE, KOWLOON.

Available 1st March.

Apply to—

THE SAM WANG CO., LTD.

Hongkong, 5th February, 1904.

[218]

TO LET.

N. 6, BARROW TERRACE, KOWLOON.

Available 1st March.

Apply to—

THE SAM WANG CO., LTD.

Hongkong, 5th February, 1904.

[218]

Intimations.

THE HONGKONG STUDIO,

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL.

TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903.

[51]

Intimation.

WHAT IT WILL DO.

teaching that "the Meek shall possess the earth."

War may have had its place in the evolutionary process of mankind thus far; but the time has come already, I believe, when its usefulness is reduced to a minimum. Thus far, progress may have been through "killing and destruction," but the new era has opened with the new century, when the march of events leads through "saving and producing." The new weapons of warfare are not lyddite guns and submarine torpedo-boats, but steam-ploughs and 11,000-ton traction engines. To conquer Nature. The conquest of arms is like the destruction caused by an avalanche of snow; it passes on and its place man knows no more. Conquerors are but mere policemen, safeguarding the life and property of the conquered, who with their peaceful industry are the real masters of the land. So the Wise no less than the Pure shall refrain from war at this time of human progress. Whatever we can possess, we can possess by patience and industry. In the eyes of the far-seeing philosopher, blood-shedding is an utter foolishness; and he, in the name of Practical Utility, as the saint is the name of the Pure Morality, cries to his fellowmen and says: "Put up again your swords into their places."

TSUNOHADZU, Tokyo.

MEN OF THE HOUR.

A Sebastopol correspondent states that Admiral Skrydloff has been appointed to command the Baltic Armada which is to be sent to the Far East later in the year to deal with the Japanese fleet. This appointment has long been expected, as Admiral Skrydloff is beyond question the ablest sailor in the Russian service, and there was clearly no reason for his retention in the Black Sea. Born in 1844, Admiral Skrydloff distinguished himself for the first time in the Russo-Turkish war, when he gained the highest military distinction in the gift of the Tsar, the Cross of St. George. He represented the Russian Navy at the opening of the Kiel Canal, and also at the Diamond Jubilee of the late Queen Victoria in 1897.

General Mistchenko's name has already cropped up more than once in General Kropotkin's despatches, and will probably be heard much more of in the future. The following details of his career are, therefore, to the point:—He is 41 years old, and entered the army in 1869. He took part in the Russo-Turkish war in 1878. In the campaign of 1900 against the Chinese Boxers he commanded the Russian advanced guard in Manchuria. He is understood to stand very high in General Kropotkin's estimation.

Vice-Admiral Stark, former commander of the Russian Pacific Squadron, has received the Order of St. Vladimir of the Second Class, with swords, and Rear-Admiral Prince Ukleimsky the Order of St. Stanislas of the First Class, with swords, in recognition of the able defence made by them on the occasion of the attack by Japanese torpedo-boats at Port Arthur, and of their conduct during the fighting on the following day. The order of St. Vladimir of the Third Class has been conferred upon Captain Reitzenstein for the excellent manner in which he had commanded the Vladivostock squadron.

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Hongkong, 2nd May, 1904.

[49]

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"MARINER."

Received, 10th May, 1904.

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NOTICE
All communications intended for publication in
The "HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Ice House Road, and
should be accompanied by the Writer's Name and
Address.

Ordinary business communications should be addressed
to The Manager.

The Editor will not undertake to be responsible for
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DAILY—\$10 per annum.

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The daily issue is delivered free when the address is
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world is 30 cents per quarter.

Single Copies Daily, ten cents; Weekly, twenty-
five cents.

BIRTHS.

On Sunday, March 6th, at "Scramble
House," Sandakan, the wife of P. BREITAG, of
a daughter.

At Lahat, Dato, on the 27th March, the wife
of A. ZAIDER, of a son.

At "Inverlochy," Scotts Road, Singapore, on
the 1st instant, the wife of A. ENSLIE BENZIE,
of a daughter.

On the 2nd May, 1904, at Lucille Cottage,
Bukit Timah, Singapore, the wife of J. W. R.
SCOTT, of a son.

MARRIAGE.

On 3rd April, at the Cathedral of the Good
Shepherd, Singapore, ETHEL MAUD, daughter
of Mr. William Herley Rose, of Singapore, to
HERBERT SAXELBY, R.N.R., of Singapore.

DEATH.

At Kramat road, Singapore, April 30th, Mrs.
M. KIAN, aged 73.

The collier *Knight Errant* arrived at Singa-
pore from Muroran on the 1st inst. with 10,720
tons of Japanese coal for Singapore. While
lying in the Roads Captain Kendall flew the
Merchant Service Guild flag—Union Jack with
a white diamond and the letters M. S. G. in the
centre; but it had only been up a short time
when a boat arrived from H.M.S. *Talbot* and
the officer in charge ordered the flag to be
hauled down or he would have to do so him-
self.—*S. F. Press.*

THROUGH the Japanese have declined the ser-
vices of British naval officers, they have
engaged a considerable number of British
engineers. Several are already serving on
board Japanese warships, and more are being
enlisted from vessels now in the China Seas.

It is a somewhat striking fact that, in spite of
incessant persecution of the Jews in Russia,
they are not only fighting in thousands in the
Russian ranks, but are supplying volunteer
doctors and nurses in proportions far beyond
their number and contributing liberally to the
the Russian war fund.

DETECTIVE Sergeant Sullivan yesterday ar-
rested Chan Tam in his house in Queen's Road,
on a warrant, for the theft of clothing which
was reported stolen a week ago. In searching
the prisoner's house other clothing was dis-
covered which answered to the description of
that reported stolen from a Chinese house in
Queen's Road West, about a month ago. Chan
used a pair of pincers to effect an entrance to
the houses whence he extracted the clothes.
This morning Mr. Kemp sent him to nine
months' hard labour and six hours in the stocks,
being the aggregate penalties for the two
larcenies.

THERE was trouble at Wanchai last night in
consequence of a dispute among a gang of
coolies who had been coaling. Bamboo poles
played an important part in the settlement of
difficulties, and when the attack began to get
serious, Mr. J. Mills stepped forward with a
view to preventing bloodshed. He had to force
his way up a staircase whether the blackened
coolies had gone and for his trouble got a crack
on the head. An Indian constable came along
and three of the gang were arrested, and this
morning taken before Mr. Comperey, who
pointed out to the first that prosecutor did not
wish to press the charge of assault as he did
not know whether it was intentional or not.
The blow, however, might have been more
serious and he was determined to put a stop to
this sort of thing. \$15 or six week, and the
other two \$5 or fourteen days.

MR. W. H. Taft, Secretary of War, has made a
ruling to the effect that the new shipping bill
does not apply to the Philippine government.
The ruling was made in a specific case, and is
bitterly opposed by the interests which suffer
by it.

At a meeting of the Bombay Millowners' As-
sociation held in Bombay to consider the advis-
ability of a general adoption of short time (four
days in the week) consequent on the abnormal
prices of cotton and prohibitive cost of produc-
tion, the motion was lost by 64 votes
against 24.

THE proprietor of the Kang On saw-mill, at
Shaukiwan Road, was summoned for causing an
obstruction by hauling 15-ton logs right
across the road in front of his mill. Mr. J.
Hastings, solicitor, appeared for the defendant
Mr. Kemp, acting Police Magistrate, fined the
man \$5. On the 3rd instant, the same defend-
and was fined \$15 for a similar offence. "Pre-
vious convictions" did not appear to enter into
the Magistrate's calculations.

IN connection with a telegram printed else-
where in this issue the following item will be of
interest:—At a recent special audience which
the Pope gave to two American ladies who
have married distinguished Frenchmen the
conversation naturally turned on the religious
situation in France. His Holiness, though
assured himself with great dignity and force-
fulness, made use of the words: "France is a very
naughty daughter of the Church just now."

ABOUT \$8,000 was spent in Hongkong on
repairs for the s.s. *Seward*. She was reconditioned
and repainted besides, having her propeller
fixed, one blade of which she had lost.

LUNG HONG was placed before Mr. Kemp this
morning, by Inspector Gourlay, on the charge
of stealing a jacket and two umbrellas from a
house in Des Vaux Road. The charge being
proved, Lung went to three months' hard labour
and three hours in the stocks.

THE import of sugar into Yokohama during
the past month was 537,844 bags, the great
increase on the usual trade in this article being
due to early imports in anticipation of the
increase of the duties, the immediate imposition
of the Consumption-tax doubtless not being
anticipated when the orders were given.

FRED. C. Weeks, an able seaman of H.M.S.
Waterwitch, was prosecuted at the instance of
Inspector Gourlay, at the Police Court this
morning, and fined in all \$18 with the alter-
native of twenty three days' imprisonment, for
refusing to pay his rick-hire, and for assaulting
the police. An officer from the *Waterwitch*
paid the fine, and ordered the man on board at
once, where he would be further dealt with.

Mr. O. D. Thomson appeared for the plain-
tiff, and in opening the case said that on
November last his client was desirous of sending
a parcel of clothing to his brother, who res-
ided at or near Canton. He entrusted it to
the defendant with instructions to send it to
the Kwong Sang, to deliver. Not having heard
from his brother plaintiff made inquiries and
was told that the Kwong Sang firm had
refused to accept the parcel, and so he requested
that it be forwarded to the Ming Yee Lun
firm. As a matter of fact it was not
delivered or had it been received by plaintiff's
brother.

For the defence, Mr. J. Hays submitted that
it was perfectly clear the goods were delivered
to the defendant, and that between the time
the first order was given, regarding the agents
who were to hand them on, and the time it was
countermanded the goods had been despatched
by him.

His Honour found that defendant had not
discharged the onus of proving that the goods
were delivered by him to the parties to whom
he undertook to deliver them. Judgment would,
therefore, be for plaintiff with costs.

THE HEALTH OF THE COLONY.

THE return showing the number of cases of
communicable disease notified as having oc-
curred in the Colony during the week ended
7th inst. is now to hand. There were 28 Chi-
nese and one European case of plague record-
ed during the week, of which 26 of the
former proved fatal. Since noon of yesterday
three further cases, one imported from Canton,
have been notified. To date the total number
since the beginning of the year is 79 not
including one of the cases previously notified
as plague, but since ascertained to be another
disease. A fatal case of cholera amongst the
Chinese community has also engaged the
attention of the authorities during the past
week, besides a fatal (Chinese) small-pox case,
and one non-fatal case of enteric fever in the
European community.

A FALSE ALARM.

An alarm, which proved to be false, of an
outbreak of fire was sent in to the Central
Station last night. The Fire Brigade was
immediately in readiness to repair to the scene
of a fire at No. 59 Des Vaux Road, Central,
a Japanese store kept by one Okimura, when
it was reported at the Station that it had
already been extinguished. The firemen were
just doffing their heavy uniforms, when informa-
tion was received that another fire had broken
out in No. 37 Connaught Road. Mr. Halifax,
Chief Inspector Baker, and Mr. MacDonald,
Chief Engineer, with their fire-fighting force,
immediately repaired to the spot, only to find
they had been sent out on a futile errand.
Investigation elicited the fact that a watchman
was passing through the upper storey of No. 37
with a torch, and seeing the light the Indian
Constable on duty in that locality, immediately
rushed off and raised the alarm of fire.

THE FLEET.

"INVISIBILITY" OF SHIPS.

As far as our ships on active service are
concerned, the lead-grey colour they are
painted has come to stay. With many of
the colour is unpopular, but there can be no doubt
that it is the best thing for the Fleet. Not only
from the point of view of "invisibility" is this
the case, but the change has done more than
anything else to improve gunnery. Even now
on some ships too great attention is paid to
"spit and polish" and unnecessary painting.
There is plenty for the seaman to learn if
efficiency is to be the motto of our Navy, and
he has no time to waste in doing work outside
his business. The old and perhaps more
picturesque manner in which our ships were
painted—black hulls, white upperworks, and
yellow funnels—is to be retained in the train-
ing service, the ships of which will be thus
distinguished from the fighting line.

JOY AMONG THE MARINES.

There is joy among the Marines. Being
under the War Office when ashore, and paid
on the Army scale, they now get their rations
and efficiency money just the same as Tommy
Atkins does. Time was when stoppages for
messing were a severe tax upon the marine.
Gradually this has been decreased, until now
he finds himself in the happy position of get-
ting all his pay practically clear.

NORTH GERMAN LLOYD.

In the annual N.D.L. report it is mentioned
that the East Indian coasting traffic at present
is served by 14 lines of the Lloyd, which are
enumerated. It is added that although un-
favourable periods were experienced in that
business in 1901, the hope may be entertained
that in 1902 more favourable results will set in.
The Bangkok lines—Singapore-Bangkok, and
Bangkok-Hongkong—suffered in consequence
of the unfavourable rice crop in Siam; on the
other hand, the goods transit traffic from
Singapore to Bangkok has improved. The
new steamer *Borneo*, running between Hong-
kong and British North Borneo, has given
favourable results, especially in the wood
traffic; also the results of the line Singapore-
British North Borneo have been satisfactory.
The number of ships in Manila has increased
from 1900 to 1901, and the number of ships
in Hongkong has also increased. The
number of ships in Manila has increased
from 1900 to 1901, and the number of ships
in Hongkong has also increased.

CLAIM AGAINST CHINESE

POST OFFICE.

Sitting in the Supreme Court, this afternoon,
the Puisne Judge, His Honour T. Sercombe
Smith, heard an action brought by Ho Tsun, a
trader, of 76 Bonham Strand West, against the
Post Office, known as the Chinese Post
Office, of 192 Queen's Road Central. Proceed-
ings were taken in respect of certain clothing
which the trader entrusted to the Post Office
to forward and deliver to the Ming Yee Lun
shop at Canton, and which, it was alleged, had
not been delivered. He now sought to recover
the clothing, or, in the alternative, the sum of
\$1.50 being the value thereof.

Mr. O. D. Thomson appeared for the plain-
tiff, and in opening the case said that on
November last his client was desirous of sending
a parcel of clothing to his brother, who res-
ided at or near Canton. He entrusted it to
the defendant with instructions to send it to
the Kwong Sang, to deliver. Not having heard
from his brother plaintiff made inquiries and
was told that the Kwong Sang firm had
refused to accept the parcel, and so he requested
that it be forwarded to the Ming Yee Lun
firm. As a matter of fact it was not
delivered or had it been received by plaintiff's
brother.

Mr. J. Hays submitted that it was perfectly
clear the goods were delivered to the defendant,
and that between the time the first order was
given, regarding the agents who were to hand
them on, and the time it was countermanded
the goods had been despatched by him.

His Honour found that defendant had not
discharged the onus of proving that the goods
were delivered by him to

THE WAR.

VLADIVOSTOK.

[By ANGUS HAMILTON.]

The extraordinary dash which characterises the Japanese forces may, any day, threaten the safety of that wonderful fortress on the Pacific, Vladivostok. Russians have described Vladivostok as the key of the Pacific. I believe that a literal translation of the name gives the title "Sovereign of the East" to the place upon which the Russians have lavished millions and millions of roubles. Vladivostok is pre-eminently a fortress. The interests of the Army and Navy centre there and around the fortresses of these two services the place has sprung up. It is also the chief town of East Siberia; in fact, it may be said to be the most important seat of Russian influence in the Far East. It is so much more formidable than Port Arthur, so much more magnificent than Dalny, so much larger than Khabarovsk, and it possesses such an admirable harbour, that it is not surprising that the Russians regard the town and its surroundings as the hub of Greater Russia in the East.

The town is situated on the slopes of a high ridge forming a tapering peninsula which project into an irregular land-locked bay. The entrance is commanded by Russia Island, where there is an important fort, and innumerable small islets, on which, too, the general scheme of the fortifications is also carried out. Again, round the crests of the land-locked harbour, stretching for miles to the eastward and known as the Golden Horn, there are other continuous chains of earthworks and defensive positions. The lofty hills on the north-west protect the port from the land side, and in the deep water of the Golden Horn, which is four miles long and half a mile in width, ships ride safely at anchor, free from the menace of attack and beyond the reach of the weather. The guns mounted on the hills are plainly visible from the water in a number of places, while, in curious contrast to the smiling muzzles of these pieces of artillery are the clusters of suburban residences which are scattered about the hillside, even descending in places to the level of the water.

The main street runs east and west through the business quarters and across the railway track to Amur Bay, and east past the Government buildings. The main street, Svetlanskaya, named after the frigate upon which the Grand Duke Alexis visited the port in 1873, follows the curve of the Golden Horn. Lying between the street and the shore on rising ground, are the residences of the Commandant of the Port, the public gardens, the Admiralty gardens, the museum of the Geographical Society, the residence of the Governor of Primorsk, the grounds of the Maritime Club, the native bazaars, and the steamboat quay. At one point there is a magnificent granite monument surmounted by a bronze globe, on which perches an eagle with outstretched wings. This monument commemorates the memory of Admiral Nevelski, who made several voyages in the East in the early fifties. On the north side of the street there is the cathedral of the Holy Virgin, and there are also the offices of the Municipal Council, the Post and Telegraph Bureau, and the railway station.

The Svetlanskaya is crossed by the Aleutskaya, and the point at which these two streets intersect is the commercial centre of the town. The main street is well paved with granite, and it is efficiently drained. The sidewalks are raised and asphalted, the houses—offices or public buildings as they may be—are imposing and lofty structures of brick. The pretensions to architectural beauty which Vladivostok boasts come to those who know Siberia and the untidy wastes of the towns there as a pleasing contrast.

Labour in Vladivostok is native—Chinese, Korean, or Japanese, the Russian authorities finding that greater efficiency is procurable at the hands of these workmen than is the case when the work is given over to Russians. There is, therefore, a very large native population, alien to Russian authorities, but contented, peaceful, and industrious. This section of the population not only supplies the labour market, but controls a large proportion of the trade which makes Vladivostok its centre. The trade of Vladivostok is comprehensive. Its imports include most of the products of the west, while its exports are characteristic of its position and quite local as regards their destination. As a commercial centre Vladivostok is superior to Dalny, although the wonderful city which is in process of completion in the vicinity of Port Arthur threatens one day to eclipse its northern sister.

There is a very cosmopolitan population in Vladivostok, made up of adventurers from all climes: English, French, German, and American business men from the west, and a sprinkling of pretty women from San Francisco. Upon the whole, it is a motley, uninviting community, to which the principles of morality are strange's wanting. However, the days speed merrily enough in Vladivostok; there is no little social gaiety, and although the place is a military and naval centre, there is little harshness of discipline and much good feeling. The country round Vladivostok is bare and hilly; there is no timber, yet, excluding the reservations given over to the military authorities, it is quite possible to enjoy sport in the immediate vicinity of the harbour. The authorities offer few obstacles to such means of recreation. Indeed, they welcome the stranger with a frank and open hospitality so long as he preserves discretion, exercises tact, and conceals his camera. The camera and curiosity are at the root of any trouble which occurs in Vladivostok.

JAPANESE ARMY PRIZE COURT REGULATIONS. The Army Department has issued the following regulations relating to the adjustment of matters connected with prizes of war:

ART. 1.—The prizes referred to are the usual seizures made in connection with the war according to the recognised practices of warfare.

The Commander referred to in these regulations is the Commander or others called upon

to take command under the administration of the Emperor.

ART. 2.—Prizes shall be sent to the Army Department by the Commander, except under special circumstances and instructions from headquarters. The Minister for the Army Department has the superintendence of all matters relating to the adjustment and general arrangements in connection with the prizes.

ART. 3.—The Commander, should necessity arise, may deal arbitrarily with the prizes seized, may make use of them, or destroy them without regard to Art. 2. In the event of an independent officer or others having no time to communicate with the Commander in regard to prizes seized by the men under him, such independent officers are empowered to act on their own responsibility.

ART. 4.—In the event of the capture of prizes by a martial force, proper means must be taken for the due protection of such prizes, and those in charge must wait for the commands of the chief officer. Such prizes may, however, be sent direct to higher officers according to the conditions under which the capture is made.

ART. 5.—When prizes are seized the incidents relating to the seizure must be reported in rotation to the higher officers, who shall in turn report to the Commander, upon whom devolves the duty of reporting to headquarters.

ART. 6.—On the receipt of reports at headquarters, information shall be furnished to the Army Department.

ART. 7.—In the event of the Army Department receiving prizes under the circumstances provided for in Art. 2, information to that effect shall be furnished to headquarters.

ART. 8.—In the event of the Imperial Headquarters referred to in these articles not being established, the duties shall be undertaken by the Headquarters Staff.

THE TRANSPORT OF RUSSIAN TROOPS.

As the Russian Press has raised the question of providing warmer clothing for the soldiers that are being sent out on the long railway journey to the Far East, an article in the well-known military journal, the *Russkiy Invalid*, describes the arrangements which are being made by the authorities to ensure, so far as is possible, the comfort of the soldiers en route. The general public knows but little of the way in which troops are conveyed, and it is often supposed that in winter the men are huddled together in unheated goods wagons and that they have to suffer hunger and cold while on their journey. When the troops embark on a train, or when the military train passes through a station, the curious spectators see only for the most part the red-painted goods wagons the windows of which are filled with the high caps of the soldiers, but it does not occur to the onlookers that the interior of the wagons is by no means the same as that of the ordinary goods wagon. In the first place, the sides and the floors of these transport-wagons are coveted with felt, and are also double-boarded; they have iron stoves and glass windows. Then, the wagons are fitted with moveable benches, which, by a very simple arrangement, can be altered at night so as to form thirty-two sleeping-berths, on which the men can lie at full length.

ENGLISH AND AMERICAN EMPLOYEES.

At last a raid was made on the inn run by the English and American employees. An officer and half a dozen Cossacks appeared in the door-way and said "You are under arrest." And the dozen Anglo-Saxons were marched off to the guard room. Not an article of clothing, not a scrap of paper, not a cent of their money were they allowed to take with them. They were marched off—in the dead of winter—just as they stood.

Three weeks they spent in the filthy prison. They were allowed to buy their own food and handed money to the Cossacks to get the food. The Cossacks waxed exceeding thin—no more need be said on that point.

As nothing of an incriminatory nature could be found among their possessions they were at last allowed to go free. But there had been a holocaust at their mess. Nothing remained there after the visit of the Cossacks.

LIVING IN TENTS.

They were ordered to live in tents outside the town. Probably they obeyed that order more willingly because most of the public buildings and many of the private houses were wrecked—the result of the Japanese bombardments. At any rate they went under canvas and lived at the expense of the Russians who had commanded everything.

Sometimes the dry staleness of their meals induced them to dine at the Oriental Hotel. Dinner cost anything between \$18 and \$20 ahead, so they were living at the rate of some millions a year while they dined.

Constant alarms were the rule at Port Arthur. Every other day a few unhappy wretches who looked like Japanese, and may have been Japanese, were marched out to executions, charged with being spies, and their heads were speedily sliced off. The Russians seemed to live in continual fear that they were speaking to spies. At night the Japanese torpedo boats being conveyed by rail to the Far East. The wagons are warmed to 65 degrees, Fahrenheit, and even to a higher degree, and the soldiers are supplied with food and tea in a way which many a third-class passenger may well envy. But, Russian officials are negligent, and the general public knows only too well how great can be their carelessness. The article referred to may hold good of military transports in European Russia; but, in the Far East, it is more likely that rough and ready methods will be used under the stress of war.

FORTS NEAR PORT ARTHUR.

Mr. Ernest Brindle, a special correspondent of the *Daily Mail*, recently cabled the following important intelligence:—A new fort is being built to the east of Lao-ti-shan Light-house, as a present the Japanese are impune from the Russian fire when behind this coast. The hills around Port Arthur are a net work of wire fencing and pikes, with the object of checking the advance of the Japanese if they land. The number of sidings at the railway station has been increased, and 700 cars are in readiness in case of retreat.

Extensive damage has been done to the western forts which are now silent. On the east the fire of the Japanese guns has put out of action one of the forts.

The *TSAR'S CHAGRIN*.

But the greatest chagrin to the Russian mind is the failure of their much-vaunted fleet. Our informant stated that the *Tsar* had sent several stinging messages to the officers of the fleet.

"You have disgraced my fleet," the Emperor said in one message. "You have made my bay the laughing-stock of Europe. You

are still a number of shops and restaurants open, and the proprietors are reaping a fortune. Whenever a bombardment takes place the inhabitants stay indoors. The houses that are exposed to fire are tenanted. Owing to the incessant Japanese attacks the place is in a state of torment. Fires are frequent. The splinters from shells are as common as stones in the streets.

It is reported that the Empress Dowager has personally instructed the officers of three corps of the Imperial bodyguard to send their men to the Military Academy for instruction in modern military tactics and warfare, so as to enable them to qualify for commissions in the army. The Empress Dowager further expressed the hope that no return could be made to the antiquated methods of stone hoisting and shooting with bows and arrows.

A few days ago Mr. Shosuke Kodama, member of the Japanese House of Peers, presented Mr. Shimose, the inventor of the "Shimose powder," with two valuable works of art, in appreciation of the efficiency of his invention, of which more than ample proof had been given in the recent naval engagements.

PORT ARTHUR REFUGEE.

ENGLISHMAN ESCAPES TO SINGAPORE.

Since the war began there has been no lack of information regarding the social conditions prevailing in Japan. The war correspondents have strictly forbidden, it is true, to extol the military matters, with the result that to earn their salt they have overburdened us with descriptions of Yokohama and Tokyo, the people, customs and manners of Japan *ad infinitum*. But how do matters stand in Port Arthur? The silence of the grave hangs over the inner affairs of that citadel. Occasionally a glimpse has been afforded in a stray telegram of the prevailing conditions there, but it has not been at all satisfactory.

On Saturday, an Englishman, speaking with a strong American accent, and bearing the evidences of hardship and privation, arrived at Singapore from Port Arthur. He was connected with an Anglo-Russian firm whose headquarters are, or at any rate were, in Port Arthur and as he may return some fine day to that salubrious spot "when the Japs cease from troubling and the Russians are at rest" he desires to remain *inco.* But he gives some vivid accounts of his experiences "up north."

THE "SPY MANIA."

When the war started, he said, the English and American members of his firm thought they at least were safe from molestation, as that they have to suffer hunger and cold while on their journey. When the troops embark on a train, or when the military train passes through a station, the curious spectators see only for the most part the red-painted goods wagons the windows of which are filled with the high caps of the soldiers, but it does not occur to the onlookers that the interior of the wagons is by no means the same as that of the ordinary goods wagon. In the first place, the sides and the floors of these transport-wagons are coveted with felt, and are also double-boarded; they have iron stoves and glass windows. Then, the wagons are fitted with moveable benches, which, by a very simple arrangement, can be altered at night so as to form thirty-two sleeping-berths, on which the men can lie at full length.

ENGLISH AND AMERICAN EMPLOYEES.

At last a raid was made on the inn run by the English and American employees. An officer and half a dozen Cossacks appeared in the door-way and said "You are under arrest." And the dozen Anglo-Saxons were marched off to the guard room. Not an article of clothing, not a scrap of paper, not a cent of their money were they allowed to take with them. They were marched off—in the dead of winter—just as they stood.

Three weeks they spent in the filthy prison.

They were allowed to buy their own food and handed money to the Cossacks to get the food.

The Cossacks waxed exceeding thin—no more need be said on that point.

As nothing of an incriminatory nature could be found among their possessions they were at last allowed to go free. But there had been a holocaust at their mess. Nothing remained there after the visit of the Cossacks.

LIVING IN TENTS.

They were ordered to live in tents outside the town. Probably they obeyed that order more willingly because most of the public buildings and many of the private houses were wrecked—the result of the Japanese bombardments. At any rate they went under canvas and lived at the expense of the Russians who had commanded everything.

Sometimes the dry staleness of their meals induced them to dine at the Oriental Hotel. Dinner cost anything between \$18 and \$20 ahead, so they were living at the rate of some millions a year while they dined.

Constant alarms were the rule at Port Arthur.

Every other day a few unhappy wretches who looked like Japanese, and may have been Japanese, were marched out to executions, charged with being spies, and their heads were speedily sliced off. The Russians seemed to live in continual fear that they were speaking to spies.

At night the Japanese torpedo boats

being conveyed by rail to the Far East.

The wagons are warmed to 65 degrees, Fahrenheit, and even to a higher degree, and the soldiers are supplied with food and tea in a way which many a third-class passenger may well envy.

But, Russian officials are negligent, and the general public knows only too well how great can be their carelessness.

The article referred to may hold good of military transports in European Russia; but, in the Far East, it is more likely that rough and ready methods will be used under the stress of war.

THE 17000 TON OIL SHIP FIRE.

"VOLUTE'S" ENGINE ROOM BURNED.

Full particulars of the fire on the oil ship

Volute are to hand this morning, says the *Singapore Free Press*, May 4. The steamer

left the wharf at Pulau Bukom at 6 a.m. and

Pilot Snow left her at 7 o'clock, and shortly

after this, when just beyond the Sultan Shoal

Light-house, it was discovered that the stoke-hold was on fire. The *Volute* burns liquid

fuel so it was no use trying to put out the fire

with water, and Captain Halliday battened

down the hatches to try and smother the flames, but this only kept the fire in check.

Meanwhile H.M.S. *Talbot*, which was cruising

in the vicinity, sent an offer of assistance, and

the steamer *Trigonia* of the same line, which

was entering the Port stood by to render aid if necessary.

The tugs *Sunda* and *Mercury* then arrived, and it was decided to try and

smother the fire by injecting steam into the stoke-hold. This was done and by four o'clock

in the afternoon the outbreak was completely

extinguished. An examination of the engine

room was then made and it was found that the

engines had been damaged and the stoke-hold

almost gutted.

The *Volute* was towed into Keppel Harbour

and, after a cargo of oil had been

discharged, she will be surveyed and docked.

THE TIBET MISSION.

(Kangshen Times' Service.)

Chalu (Tibet), 20th April.

The Viceroy has telephoned to Colonel

Youngusband and all the members of the

Mission escort his congratulations on

having reached Gyantse in the face of diffi-

culties unexampled in warfare. The message

caused much satisfaction, for indeed the force

came though great tribulation, and it would be

impossible to exaggerate the hardships and

misery to which the men were exposed in

camping, marching, and fighting in intense

cold at excessive altitudes. Of the 500 com-

posing the Tusa-garrison, 26 died in three

Shipping.

Arrivals.

Oldenburg, Ger. s.s., 3,167, R. Troitzsch, 9th May.—Hamburg 3rd Mar., and Singapore 4th May. Mails and Gen.—M. & Co.

Rubi, Br. s.s., 1,011, R. W. Almond, 9th May.—Manila 7th May, Gen.—T. & Co.

Antenor, Br. s.s., 3,563, R. W. Williams, 9th May.—Shanghai 7th May, Gen.—B. & S.

Goud Hope, Br. s.s., 2,575, J. Harding, 9th May.—Barry 2nd Mar., Coal—G. L. & Co.

Suisang, Br. s.s., 1,776, J. Young, 10th May.—Calcutta via Penang and Singapore 23rd April, Gen.—J. M. & Co.

Jacob Diederichsen, Ger. s.s., 623, B. Ohlsen, 10th May.—Haiphong via Hoihow 7th May, Gen.—J. & Co.

Puotin, Br. s.s., 1,072, H. Wavel, 10th May.—Chinkiang 5th May, Rice—B. & S.

Alacriti, Br. dispatch-vessel, 1,700, Brock, 10th May.—from Practice.

Lyceum, Ger. s.s., 1,238, Th. Lehmann, 11th May.—Canton 10th May, Gen.—S. & Co.

Glenaray, Br. s.s., 4,026, J. S. Stevenson, R.N.R., 10th May.—Moj 5th May, Coal—M. B. K.

Loonggang, Br. s.s., 1,092, G. S. Weigall, 10th May.—Manila 7th May, Gen.—J. M. & Co.

Clearances at the Harbour Office.

San Cheong, for Canton.

Hongkong, for West River.

Poonting, for Wuhu.

Linian, for West River.

Hoi Ho, for Canton.

Departures.

May 10

Shawmut, for Manila.

Hatching, for Swatow.

Algeria, for Nagasaki.

Namang, for Singapore.

Oldenburg, for Shanghai, &c.

Hoihow, for Haiphong.

Rein, for Bangkok.

Ella, for Yokohama.

Ele, for Canton.

Passengers Arrived.

Per Suisang, from Calcutta, &c.—Mrs. P. Anderson, Dr. Brown, Messrs. Watson, Anderson, Tan Bian Siang and servant, Del Hang Yen, S. M. Tyong Hoo, 559 Chinese, 30 Indians, and 2 Japanese.

Per Loonggang, for Hongkong from Singapore—Master, Assessor E. Wolf, W. Stewart, Dr. Berndes, Mrs. S. S. M. Vag, and Miss K. Williamson. In Transit—Mrs. W. W. Richardson and child, Messrs. Johnston, L. Feinstein and child, A. Rehberg, and Mr. and Mrs. Silbermann.

Per Loonggang, from Manila—Mrs. Carnor and 2 children, Mr. and Mrs. J. Dandret, Messrs. F. E. Heronway, R. F. Fowld, A. Roberts, R. E. Thomas, R. M. Adamson, D. Denniston, J. N. Neil, M. Hackleberry, F. B. Buckley, H. L. Hall, and Clark A. E. Miller.

Per Rubi, from Manila, Mrs. C. V. de Cacho, Misses C. de and F. de Cacho, Mrs. C. A. Still, Mr. and Mrs. Cooling, Mrs. R. P. Gleason, Mr. and Mrs. Russell Trace, Mr. and Mrs. Putnam, Mrs. L. W. Sharpe, Mr. and Mrs. Hodson and child, Dr. and Mrs. Wilkins, Mrs. Minnie Harold and 2 children, Miss W. Sercombe, Hon. C. S. Arellano, Major Kermany, U.S.A., Hon. H. C. Bates, Col. Russell, Capt. T. E. Green, Dr. C. H. Burchett, U.S.N., Messrs. Elmore, W. T. Heiner, Emile Schmidt, H. W. Ayres, C. H. Burdick, J. M. de Cacho, M. P. Delgado, Fred O'Brien, E. B. Sandford, H. A. Belden, J. J. Tiembly, Walter E. Morris, J. M. Switzer, C. Alkan, John Kennan, J. V. Kunicki, W. F. Hervey, W. A. Bandall, Juan Patricio and child, J. Casasola, J. E. Blance, A. B. Moulder, T. C. Randall, R. T. Saffin, and John G. Blay.

Passengers departed.

Per Oldenburg, for Shanghai—Messrs. G. Meyer, A. Gese, E. Schmidt, Erwin Wolf, Zilberman and family, Mrs. Remedor and children, For Nagasaki—Messrs. Yosida and Oya.

Per Yunnan, for Manila—Mr. and Mrs. C. O. Wood, Messrs. E. J. Gibbons, D. P. Davies, Rev. Fr. Georges Martin, Messrs. W. H. Simpson, Geo. H. Amite, Ah Fong, Cheng Tong, Li Ying Fu, Lu Cheong, Yu Tico, Ignacio Viscio, My. Quing Co, Ignacio, Palacio Golinco, Jr. (2), Lam Cheong, Yam Yap, Woo Cheong Kee, Fok Morinaga, Wong Hoi and Go Chaco.

Shipping Report.

Str. Antenor from Shanghai—Fresh NE, breezy, cloudy, fair weather.

Str. Good Hope from Barry—Fair as far as Port Natal, but rough from there to port.

Str. Oldenburg from Hamburg—In the Red Sea we broke our shaft, but could proceed with slow speed and arrived Aden on the 26th March, after repairing the damage, left there on the 10th ult., arrived Colombia on the 27th, Penang on the 2nd inst., Singapore on the 4th, Hongkong on the 5th in the North sea, Channel, Atlantic and in the Mediterranean sea, had good weather, changeable winds and moderate sea, in the Red sea and Indian ocean we met fine weather and smooth sea, in the China sea we found changeable winds, heavy showers of rain with thunder and lightning, moderate sea, and high N.W. swell.

Str. Rubi from Manila—Light variable winds, with N.E. swell to Lat. 18° N., hence fresh N.E. wind and rough sea into port.

Str. Suisang from Calcutta—Light variable winds and sea from Singapore to Lat. 10° N., thence to Lat. 20° N. moderate variable winds, with heavy N. and E. swell, and strong N.E. wind and rough sea to port.

Vessels in Port.

STEAMERS.

Andree Rickmers, Ger. s.s., 1,020, H. Kohn, 5th May.—Bangkok 28th April, Rice and Meal—M. & Co.

Anghin, Ger. s.s., 1,910, G. Schulten, 3rd May.—Bangkok via Koh-si-chang 26th April, Rice and Gen.—B. & S.

Breid, Nor. s.s., 645, I. Tarkman, 5th May.—Hilo 1st May, Sugar—Hang Fat.

Coplic, Br. s.s., 2,744, F. H. Armstrong, R.N.R., 5th May.—San Francisco 2nd April, Honolulu 6th, Yokohama 12th, Kobe 24th, Nagasaki 26th, and Manila 3rd May, Mails and Gen.—O. & S. S. Co.

Empress of Japan, Br. s.s., 3,039, Henry Pybus, R.N.R., 4th May.—Vancouver via Port 15th April, and Shanghai 2nd May, Flour and Beer—C. P. R. Co.

Gerd, Nor. s.s., 739, N. C. Halossean, 5th May.—Cardiff 18th Mar., Coal—Order.

Hongkong, Fr. s.s., 742, A. Suzoni, 9th May.—Haiphong and Hoihow 8th May, Gen.—A. R. M.

Hue, Fr. s.s., 705, Godinan, 8th May.—Haiphong 4th May, Gen.—A. R. M.

Ischia, Ital. s.s., 2,784, M. Dante, 5th May.—Singapore 27th April, Gen.—C. & Co.

Isle de Negros, Am. s.s., 200, Larilligen, 7th April.—Manila 3rd April, Ballast—B. & Co.

Loosok, Ger. s.s., 1,016, F. Leuss, 6th May.—Bangkok 27th April, Rice and Wood—M. & Co.

Mathilda, Nor. s.s., 2,230, H. Taarvig, 4th May.—Moj 28th April, Coals and Cement—M. B. K.

Nanyang, Ger. s.s., 1,060, E. Hass, 9th May.—Canton 8th May, Gen.—Chinese.

Narge, Nor. s.s., 1,024, Boé, 1st May.—Barry 11th Mar., and Singapore 23rd April, Coal—Order.

Ocampo, Br. s.s., 1,311, G. G. Graham, 7th May.—Liverpool and Singapore 30th April, Gen.—D. & Co. Ltd.

Oscar II, Nor. s.s., 2,304, Lerabriggen, 8th May.—Kutchinotu 2nd May, Coal—M. B. K.

Shanghai—Per Breid, 11th May, 3 P.M.

Shanghai—Per Tachum, 11th May, 5 P.M.

Shanghai—Per Lyceum, 11th May, 2 P.M.

Shatow and Bangkok—Per Petchaburi, 11th May, 3 P.M.

Saigon—Per Tachum, 11th May, 3 P.M.

Shanghai—Per Honam, 11th May, 7:30 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, and Manila—Per Kuchuk and Samshui—Per Tak Hing, 11th May, 5 P.M.

Shanghai—Per Foothow, 12th May, 3 P.M.

Shanghai—Per Loonggang, 12th May, 3 P.M.

Shanghai, Kumchuk and Samshui—Per Tak Hing, 12th May, 5 P.M.

Shanghai—Per Honam, 14th May, 7:30 A.M.

Shanghai—Per Rubi, 14th May, 9 A.M.

Simoom, Br. s.s., 3,737, R. E. Collins, 24th April.—Barry Docks 12th Mar., Coal—D. & Co. Ltd.

Swanson, Br. s.s., 2,997, J. Dawson, 3rd May.—Kutchinotu 28th April, Bunker Coal—G. L. & Co.

Tartar, Br. s.s., 4,425, F. W. Evans, 29th April.—Vancouver via Japan 31st Mar., Gen.—C. P. R. Co.

Triumph, Ger. s.s., 679, A. Hansen, 7th May.—Foothow via Amoy and Swatow 6th May, Gen.—O. S. K.

Ulysses, Br. s.s., 2,28, L. M. Bevan, 9th May.—Singapore 3rd May, Gen.—B. & S.

Tredale, Br. s.s., Milne, 16th April.—Moj 10th April, Ballast—G. L. & Co.

SAILING VESSELS.

Algoa Bay, Br. br., 1,111, Title, 4th Mar.—Hongkong 15th Feb., Coal—B. & S.

Maria Le, Ital. br., 1,118, D. Ursu, 6th April.—Fremantle 7th Feb., Sandalwood—Order.

Steamers Expected.

Vessels From Agents Due

Changsha P. Darwin, S. C. May 11

Sachsen Singapore, M. & Co. May 11

Lothian Japan P. M. Co. May 13

Korea Japan B. & S. May 15

Eastern P. Darwin, S. C. May 16

Australasia Singapore, M. & Co. May 16

Emp. of China Vancouver, C. P. R. Co. May 23

Ships Passed The Canal.

Outward—9th April—Plantmar, Tigris, Verona, Sagovia, 13th April—Schuykill, Sanda, 16th April—Calthas, Indramaya, Teekai, Courtfield, Silvarilp, 20th April—Vindobona, Elaine, Helmold, 23rd April—Australian, Nurnberg, Uiston, 26th April—Konigsberg, Border Knight, Bamberg, 27th April—Ceylon, Finluthre, 29th April—Java, Candia, Armand Behic, Rhineus, 3rd May—Ambria, Prinsesse Marie, St. Kilda, Taurus, Zelen, 6th May—Helene Rickmers, Glenesk, Tuckwo.

Homeward—9th April—Roon, 13th April—Sostra, 3rd May—Albenga, Pak Ling, 6th May—Diomed

Arrivals at Home—9th April—Palermo, 13th April—C. Ferd, Læisz, Keemun, 16th April—Radnorshire, 20th April—Oana, Moyne, 23rd April—Gisela, Sydney, 26th April—Macduff, 29th April—Sagami, Glacius, 3rd May—Glenoor, 1st June, Roanoke, Ajax, Stikken, Armand Behic, 4th May—Borneo, 6th May—Preussen.

POST OFFICE.

A Mail will close for—

Canton—Per Hankow, 11th May, 7:30 A.M.

Swatow, Amoy and Foochow—Per Triumph, 11th May, 9 A.M.

Quang-chow-wan, Hoihow, Pakhoi and Haiphong—Per Hue, 11th May, 9 A.M.

Singapore, Penang and Bombay—Per Ischia, 11th May, 10 A.M.

Chefoo—Per Nanyang, 11th May, 10 A.M.

Bangkok—Per A. Rickmers, 11th May, 10 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, H.C.—Per Empress of Japan, 11th May, 11 A.M.

Shanghai—Per Lyceum, 11th May, 2 P.M.

Swatow and Bangkok—Per Petchaburi, 11th May, 3 P.M.

Charington, E. despatch-vessel

Albion f. battleship, 1st class

Algerine sloop

Ambitrite cruiser, 1st class

Andromeda cruiser, 1st class

Bramble gunboat, 1st class

Bromart gunboat, 1st class

Centurion battleship, 1st class

Cressy cruiser, 1st class

